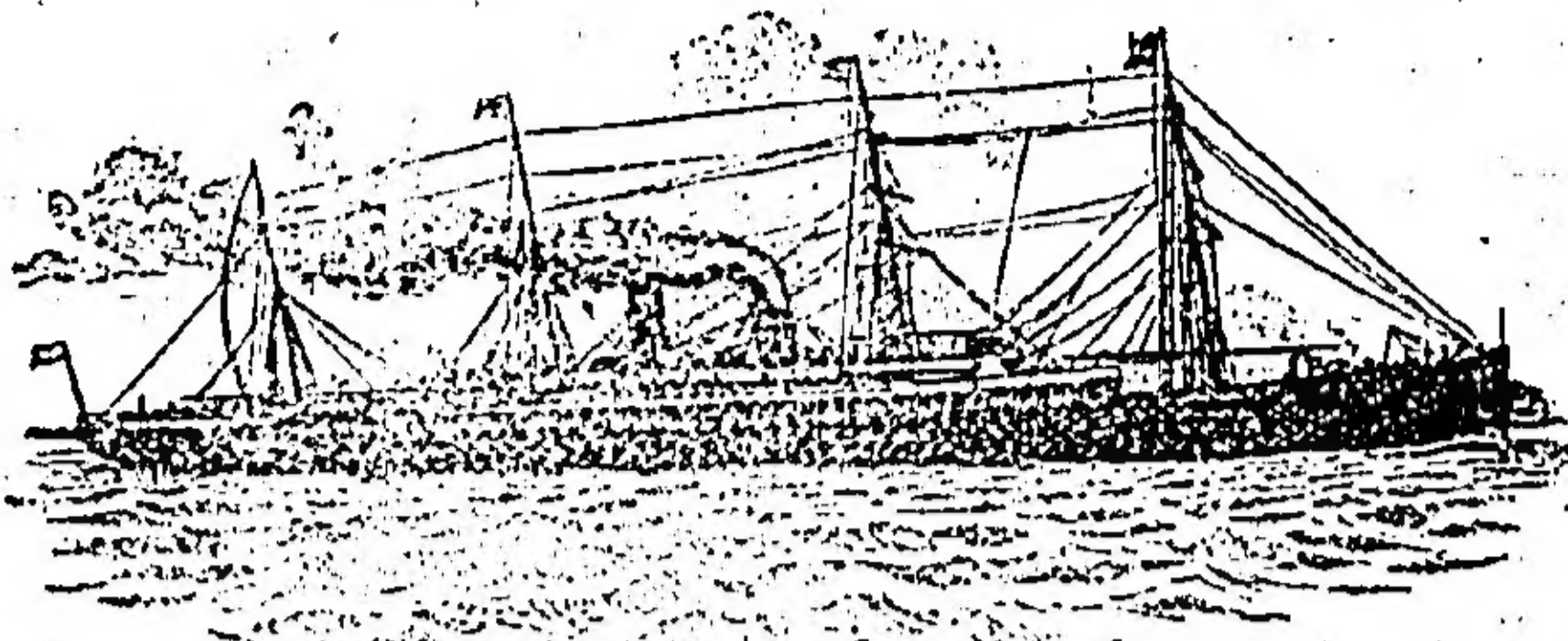


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"HONGKONG MARU"	TUESDAY, 17th March, at Noon.
"CHINA"	TUESDAY, 24th March, at Noon.
"DOHIO"	WEDNESDAY, 1st April, at Noon.
"NIPPON MARU"	THURSDAY, 11th April, at Noon.
"SIBURIA"	FRIDAY, 18th April, at Noon.
"AMERICA MARU"	SATURDAY, 25th April, at Noon.
"KOREA"	WEDNESDAY, 13th May, at Noon.
"GALLIE"	FRIDAY, 22nd May, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T.K.K. Company's Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 17th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full value of same is required.

Consular invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold value) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

EMERALD Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY, 11th March.
"ATHENIAN"	3,882 "	WEDNESDAY, 18th March.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 1st April.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 22nd April.
"TARTAR"	4,425 "	WEDNESDAY, 6th May.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 13th May.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th May.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 3rd June.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 24th June.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 15th July.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS) saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedler's Street.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS—NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

STRAIMERS	DESTINATIONS	SAILING DATES
ANDALUSIA	HAVRE AND HAMBURG.	17th Mar.
von Dohren	(Calling at SINGAPORE and COLOMBO).	Freight.
BAMBERG	HAVRE AND HAMBURG.	28th Mar.
Kirchner	(Calling at SINGAPORE and PENANG).	Freight.
KONIGSBERG	HAVRE AND HAMBURG.	7th April.
Mayer	(Calling at SINGAPORE and COLOMBO).	Freight and Passengers.
SAMBIA	HAVRE AND HAMBURG.	21st April.
Schmidt	(Calling at SINGAPORE and PENANG).	Freight.
SERBIA	HAVRE AND HAMBURG.	5th May.
Bismarck	(Calling at SINGAPORE and COLOMBO).	Freight.
SAXONIA	HAVRE AND HAMBURG.	19th May.
Jäger	(Calling at SINGAPORE and PENANG).	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.

Hong Kong, 27th February, 1903.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, TO-MORROW (WEDNESDAY) and THURSDAY, the 11th and 12th March, 1903, at 10 A.M.

at H.M. NAVAL YARD, SUNDRY NAVAL AND VICTUALLING OBSOLETE AND CONDEMNED STORES,

Comprising—OLD BRASS, COPPER, IRON, PAPER STUFF, CANVAS, FURNITURE, GLASSES, CLOTHING, IMPLEMENTS, &c., &c.

One COMP. ENGINE ex No. 20 TORPEDO-BOAT, by Rennie, 400 h.p.; Also

One STEAM-LAUNCH ENGINE and SUNDRY MACHINERY.

The Naval Stores will be sold on Wednesday, the 11th instant, and the Victualling Stores on Thursday, the 12th instant. Catalogues will be issued.

TERMS OF SALE.—As customary. HUGHES & HUGH, Government Auctioneers.

Hongkong, 10th March, 1903. [281e]

PUBLIC AUCTION.

THE Undersigned has received instructions from Messrs. KUHN & KOMOR to Sell by PUBLIC AUCTION,

SATURDAY, the 14th March, 1903, at 2 P.M.,

at his SALES ROOMS, DUDDELL STREET, A VERY FINE SILK EMBROIDERED SCREEN

AND AN ARTISTICALLY EXECUTED SILK EMBROIDERED PICTURE, "LIONS."

On View from FRIDAY, the 13th March, 1903. TERMS.—Cash on delivery.

GEO. P. LAMMERT, Auctioneer. Hongkong, 9th March, 1903. [293e]

PUBLIC AUCTION.

THE Undersigned has received instructions from Messrs. KUHN & KOMOR to Sell by PUBLIC AUCTION,

SATURDAY, the 14th March, 1903, Commencing at 2 P.M. sharp,

at his SALES ROOMS, DUDDELL STREET, A MAGNIFICENT COLLECTION OF MODERN AND ANCIENT JAPANESE ART CURIOS.

Particulars from Catalogue. TERMS.—Cash on delivery.

On View from FRIDAY, the 13th March, 1903. GEO. P. LAMMERT, Auctioneer.

Hongkong, 9th March, 1903. [287e]

Hotels.

AN OPPORTUNITY FOR AMERICAN AND EUROPEAN ENTERPRISE IN PROGRESSIVE HONGKONG.

THE QUEEN'S HOTEL, situate at Kowloon, within a few minutes' walk of the principal landing stages of the SECOND SEAPORT IN THE WORLD

and on the Trunk Road of the Projected HONGKONG-CANTON RAILWAY, IS FOR LEASE ON VERY EASY TERMS,

owing to Proprietor having to leave the Colony.

The Elite Establishment, patronised by the residents of Hongkong and Kowloon, and by the Shipping Companies calling at this Far Eastern entrepot of trade.

An exceptionally large and showy building, capable of extension, with large piece of vacant land adjoining.

Bounded by main roads leading to the Docks and Warehouses.

The Establishment has been conducted as a First Class Hotel and is a profitable investment. Is capable of still larger returns if management is taken over by person devoting exclusive attention to the Business.

Inspection of Books allowed to any one making Bonâ Fide Offers for Lease; &c. For full Particulars apply to

H. RUTTONJEE, D'Aguilar Street, Hongkong.

Hongkong, 23rd February, 1903. [220e]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Rooms specially reserved for Captains of the Mercantile Marine.

Hot and Cold Water throughout. Electrically Lighted.

Electric Passenger Elevator to each Floor. Table D'Hot at Separate Tables.

For Terms, &c., apply to the MANAGER.

Hongkong, 23rd October, 1902. [1116d]

THOMAS' HOTEL.

No. 2, QUEEN'S ROAD CENTRAL, HONGKONG.

THIS HOTEL, having changed hands, has been re-fitted after the style of a First-Class Foreign Hotel, with rooms en suite and single furnished with every regard to perfect comfort and convenience. The Hotel is in very close proximity to the principal Banks and Merchants' Offices.

MODERATE TARIFF. Hongkong, 16th December, 1902. [1166d]

Intimations.

HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 2 Connaught Road, at NOON, on THURSDAY, the 12th MARCH, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to the 31st December, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 12th MARCH, both days inclusive.

EDWARD OSBORNE, Secretary. Hongkong, 24th February, 1903. [230e]

HONGKONG HOTEL CO., LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S HOTEL on FRIDAY, the 13th MARCH, 1903, at NOON, for the purpose of receiving a Statement of Accounts of the Company to 31st December, 1902, with the Report of the Directors, and to discuss any matter that may be completely brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 13th MARCH, both days inclusive.

By Order of the Board, C. MOONEY, Secretary.

Hongkong, 2nd March, 1903. [252e]

LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTY-FIRST ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, Pedlers Street, on TUESDAY, the 17th MARCH, 1903, at 11 A.M., for the purpose of receiving the Report and Statement of Accounts to 31st December, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 17th MARCH, both days inclusive.

JARDINE, MATHESON & CO., General Agents.

Hongkong, 25th February, 1903. [235e]

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTY-FIFTH ANNUAL MEETING OF THE SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, Pedlers Street, on TUESDAY, the 17th MARCH, at NOON, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 17th MARCH, both days inclusive.

JARDINE, MATHESON & CO., General Agents.

Hongkong, 23rd February, 1903. [227e]

THE GREEN ISLAND CEMENT CO., LIMITED.

THE FOURTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the COMPANY'S OFFICES, No. 14, Des Voeux Road, Victoria, on SATURDAY, the 21st MARCH, 1903, at 11 A.M. for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1902, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th to the 21st MARCH, both days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 7th March, 1903. [288e]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business contributed during the Year ended 31st December, 1902, on or before the 15th instant on which Date the Account will be CLOSED.

By Order of the Board of Directors, GEO. A. CALDWELL, Acting Secretary.

Hongkong, 3rd March, 1903. [265e]

HONGKONG JOCKEY CLUB.

SECOND SPRING MEETING, 1903.

SATURDAY, 4TH APRIL, 1903.

1.—For all China Ponies. Winner to receive \$300; Second \$50; Third \$25. Weights for inches as per scale. Ponies other than this season's Subscription Griffins penalized 7 lbs. This season's Subscription Griffins allowed 5 lbs. Winners of one Race at last meeting penalized 5 lbs.; of two or more Races 10 lbs. Entrance fee \$5. Once Round.

2.—A Handicap for Horses of any height or description. Winner to receive \$250; Second \$75; Third \$50. Entrance \$10. Distance Three Quarters of a Mile.

3.—For China Subscription Griffins of this season, which have not won an official Race. Winner to receive \$200; Second \$50; Third \$25. Weights as per scale. Winner Race No. 1 barred. Entrance \$5. Five Furlongs.

4.—A Handicap for Horses of any height or description. Winner to receive \$250; Second \$75; Third \$50. Winner of Race No. 2 and 4 barred. Entrance \$10. Distance One Mile.

5.—For all China Ponies. Winner to receive \$200; Second \$50; Third \$25. Ponies other than this season's Subscription Griffins penalized 7 lbs. This season's Subscription Griffins allowed 5 lbs. Winners of one Race at last meeting penalized 5 lbs.; of two or more Races 10 lbs. Winners of Races Nos. 1 and 3 barred. Entrance \$5. One Mile.

6.—A Handicap for Subscription Waters of this season. Winner to receive \$250; Second \$75; Third \$50. Winner of Races Nos. 2 and 4 barred. Entrance \$10. Distance One Mile.

Note.—Riders who have not won more than Two Official Races allowed 5 lbs.

Any Race in which there are not at least eight entries, or for which there are not at least four runners, representing different owners, will be void.

All entries to be made in writing, enclosed in a sealed cover, addressed to the Clerk of the Course at the Hongkong Jockey Club before 5 p.m. on Saturday, the 14th March, 1903, with the entrance money enclosed. The entries to be opened in the presence of a Steward.

From of entries can be obtained on application to the Secretary, GEORGE A. WATSON, Acting Clerk of the Course.

Hongkong, 3rd March, 1903. [265e]

Intimations.

"BOA VISTA,"

(HOTEL SANITARIUM OF SOUTH CHINA) MACAO.

THE most select Hotel in the Far-East, beautifully situated, over-looking the sea, and affords comfortable accommodation for travellers. The strictest supervision as to food and cleanliness is exercised by a European Manager. Telegraphic Address: "BOA VISTA."

Johnson's Digestive Tablets.

THE GREAT REMEDY FOR Indigestion, Dyspepsia, Flatulency and Acidity of the Stomach.

VICTORIA DISPENSARY, Late Dakin, Crulshank & Co., Ltd.

THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists. Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—SIEMSEN & CO.

Hongkong, 10th January, 1903. [195d]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37½ Bbl. Net (8.0) per Cask ex Factory.

In Bags of 250 Bbl. Net \$3.75 per Bag ex Factory.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 3rd December, 1902. [110]

LEVY HERMANOS. JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAK AND FILMS. Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best. "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Watson's Building.

CHS. J. GAUPP & CO. CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.

CHARTS and BOOKS. NAUTICAL INSTRUMENTS. Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition, and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.

No. 24 & 26, Queen's Road Central. [15d]

CHEONG SHING.

No. 39, Queen's Road Central, (Opposite to Messrs. GAUPP & Co.)

DEALERS IN: Jewellery and Bells, Pearls and Jade-stone Ware, Ivory Ware and Carvings, Chinese and all kinds of Goods.

Also General Exporters. An inspection is respectfully solicited. Good quality and good workmanship guaranteed.

Prices lower than other shops in the same line of business. [195d]

SANG MOW.

DEALER IN: Rattan Furniture, Bamboo Blinds and Matting of all Colours.

No. 45, Queen's Road Central, Tel. 56. Orders Executed Promptly.

WILL AIMED AGAINST CHINESE-MADE GOODS.

Senator Bunker of San Francisco has introduced a bill which is designed to interfere with the sale of Chinese-made goods. It provides that all goods manufactured in this State must be stamped or labeled with the name of the manufacturer and his address.

The first section is as follows: "It shall be the duty of every maker or manufacturer of any article made or manufactured in this State, to imprint, label or stamp the same clearly and conspicuously with the words 'manufacturer' or 'manufacturers' and immediately thereunder with the name of the person or persons or corporations who shall have partly made or manufactured the same, together with the name of the place where the same has been made or manufactured, and in all cases where such articles are made or manufactured in any city or town in this State the number of the house or building, if the same is numbered, and the name of the street or road, if named, on which such house or building is situated, where such articles are made or manufactured, shall likewise be imprinted, labeled or stamped with the name of such person or persons or corporations making or manufacturing the same."

THE S. S. "SIBERIA"

From San Francisco exchange, dated 4th ult., we clip the following:—

The Pacific Mail Company's new steamship *Siberia*, sister ship to the *Korea* and the latest addition to the trans-Pacific fleet, arrived yesterday from New York.

"She's steady as a rock and handles like a yacht," is the verdict of Captain Tremaine Smith, her commander, and with a "so say we all of us," officers and crew indorse the skipper's opinion.

"We met a heavy northeaster coming up the coast," said Captain Porter, who came around in the *Siberia* as executive officer. "The wind, which blew with terrific force, was accompanied by big seas. The force of the wind reduced our speed from sixteen to twelve knots, but the waves wasted their energy when they tried to rock this craft. From New York to San Francisco she has kept an even keel and in the heaviest weather was steady as you find her now."

The *Siberia* is a sister ship to the *Korea*, but is slightly larger, her tonnage being three tons greater. In general equipment and accommodations the boats are duplicates. In the matter of speed, however, the *Siberia* is about two knots faster than the *Korea* and certain mistakes in arrangement discovered when the *Korea* was put to the test of actual service have in the *Siberia* been corrected.

The *Siberia* left New York December 13 and came all the way using only six of her nine boilers. She came through the straits of Magellan in twenty-two hours, said to be the record time. From the Atlantic entrance to the Pacific exit she made no stop. She entered the straits at 3 o'clock on the afternoon of January 13 and on January 14 at noon took her first dip into the swell of the Pacific Ocean.

She stopped at Barbados December 22 to land a sailor who had seriously injured a hand and needed surgical attention. She reached Montevideo January 5 and remained there until January 9. She was at Coronal from January 17 to January 19. The day before reaching Coronal she met the *Hancock*, formerly the army transport, now in the Navy Department.

The *Siberia* brought 7,000 tons of cargo consigned to Williams, Dimond & Co. She docked at Stewart-street wharf, where she will discharge her freight before going alongside the Pacific Mail dock to be got ready for her first trans-Pacific voyage. She will sail on March 11 for the Orient.

Captain Tremaine Smith will remain in command of the *Siberia* and George H. Ferguson, chief engineer, will retain his position. Ferguson and First Assistant Engineer Joseph S. Hamilton superintended the installation of the *Siberia*'s engines at Newport News. Ferguson was formerly chief engineer of the *China* and Hamilton was chief of the *City of Paris*.

FORTHCOMING JAPANESE NAVAL MANOEUVRES.

Arrangements for the coming grand manoeuvres of the Japanese Navy have now been completed by the authorities. The exact programme has been kept secret, but the following vessels, in addition to those of the Standing Squadron, are reported to have been ordered to take part in the manoeuvres:—

Battleships—*Hatsuse*, *Shikishima*, *Asahi*, *Fuji*, *Yashima*, *Chinyu* and *Fuso*.
Cruisers—*Yoshino*, *Akikabuma*, *Akashi*, *Sumo*, *Tsutsi*, *Asahi*, *Chiyoda*, *Izumo*, and *Satsuki*.

Coast Defence Vessels—*Kongo*, *Helios* and *Takao*.
Torpedo Destroyers—*Yugiri*, *Izazuchi*, *Yasuma*, *Kagero*, *Akashi*, *Murakumo*, *Oro*, *Shiranui*, *Karumi*, *Usumi*, *Akatsuki*, *Shirakumo*, *Asakumo*, and *Sazanami*.

Another despatch from Tokyo tells us that the Chinese flagship *Haijien*, with Admiral Su on board, and four other Chinese cruisers are to witness the grand manoeuvres of the Japanese Navy, to be held in the Korean strait from March 27 to April 7th. The names of these warships and their displacement are as follows:—

Displacement.	Speed.
Tons.	knots.
Haijien	24
Haichang	24
Haibong	20
Nantsean	15
Haizai	15

This despatch has since been denied in Japan.

COTTAM & CO., FOR SUN HATS.

THE TOKYO FOREIGN OFFICE AND THE NEW BRITISH SHIPPING POLICY.

The *Kokumin* learns that the authorities at the Tokyo Foreign Office are inclined to doubt whether the proposal to prohibit foreign vessels from engaging in the British coasting trade will be put into practice in the near future. The reason is, says our contemporary, that the present proposal is not really intended to be acted, but is only put forward as a hint to the other Powers to remove the similar prohibitions enforced by them for years past. Such being the real meaning of the affair, Japan will gain, rather than lose, by the proposed interdiction if it is carried out, for it is surmised that she will then have the prohibition removed in her case, provided that, in return, she allows British vessels to engage in the coasting trade at Osaka, Niigata, and Ebiu, the only Japanese ports where the carrying on of such trade is prohibited at present. Supposing the other Powers do not come to terms with England in the connection, it is said Japan will then monopolise the trade between England and the English Colonies.

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:—
On the 10th at 11.0 a.m. the barometer has fallen rapidly over E. Japan to a depression, which is moving in the N.E. part of the Sea of Japan.

Pressure has increased considerably and is again high over N.E. China.

The monsoon is again setting down the China coast. Light variable winds over the N. part of the China Sea.

Forecast:—light variable, to moderate or fresh N.E. winds; changeable, probably some rain.

Intimations.

THE HONGKONG DAIRY

BEG to notify their Customers and the Public that from the 15th instant, they will Open their TOWN DEPOT for the Sale of FRESH MILK, CREAM, BUTTER &c., the Premises known as 47, DES VEAUX ROAD. Deliveries twice daily to any part of the Colony.

G. W. GEGG, Manager, er.

Hongkong, 9th March, 1903. [2978]

HONGKONG ST. ANDREW'S SOCIETY.

IT is requested that all OUTSTANDING BILLS against the SOCIETY may be forwarded to the Undersigned not later than MONDAY, 16th March.

DAVID WOOD, Hon. Secretary.

Hongkong, 5th March, 1903. [2772]

TO BE PUBLISHED SHORTLY

A NEW STREET INDEX.

BY ARTHUR CHAPMAN, GOVERNMENT ASSESSOR.

INTENDING Subscribers are requested to send, as early as possible, Orders for as many copies as they may require, to THE GOVERNMENT ASSESSOR, The Treasury.

Hongkong, 26th February, 1903. [2356]

WANTED AT ONCE.

A PORTUGUESE as MASTER of a Steam Lighter running between Hongkong and Macao.

Applicants must have necessary Certificates. Apply Office of THE GREEN ISLAND CEMENT CO., LIMITED.

Hongkong, 6th March 1903. [2835]

FURNITURE WAREHOUSE.

LI KWONG LOONG

CABINET-MAKER AND ART DECORATOR, from Shanghai, has opened a FURNITURE STORE

No. 17, QUEEN'S ROAD.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Cos., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 20th December, 1902. [14000]

For Nervous Exhaustion

CHAPOTEAU'S

Phosphoglycerate

OF LIME

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Intimations.

A CONTENTED WOMAN.

Aside from form or features, she has an attractiveness all her own. The bloom on her cheek, the elasticity in her step, the ring of her voice, her enjoyment of life—all these are magnets which draw others to her side. Wonderful and valuable as it is, health is not so difficult a thing to obtain as some discouraged ones think. Most of the troubles of women arise from impure blood, impaired nutrition, low vitality and general debility. Modern science furnishes the most successful remedies for these conditions—namely

WAMPOLE'S PREPARATION.

It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Taken before meals it improves the appetite, makes fat, restores vitality, enriches the blood and cures those weaknesses peculiar to the sex, which are the seat of their troubles. It is a blessing to Tired Wives, Nursing Mothers and Girls growing into womanhood. It colours the pale faces and rounds out the hollow chests. In a word, it nourishes and develops the entire body, and brings happy surprises to feeble, hopeless and discouraged sufferers. Dr. E. J. Boyes says: "I have found it a preparation of great merit. In a recent case a patient gained nearly twenty pounds in two months' treatment, in which it was the principal remedial agent." It is the typical medicinal success of our age, for time has proved our claims are supported by results, and a remedy which acts in harmony with nature's own efforts and processes. No demand has been made upon it for relief and cure, that has not met with instant response. One bottle convinces. Effective from the first dose. "You cannot be disappointed in it." Like all good things it is limited. Sold by chemists here and everywhere throughout the world and A. S. Watson & Co., Limited.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING:—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to

W. STUART HARRISON,

A.M. INST. C.E., Manager.

Hongkong, 14th October, 1902. [29]

LEE LOONG.

DEALER IN Furniture, Blackwood, Plated Glass, Crockery Ware, Brass and Iron Bedsteads and Rattan Sofas for whole set.

JUST ARRIVED.

No. 1 & 3, D'AGUIER STREET.

Behind Hongkong Dispensary.

Hongkong, 1st May, 1902. [4958]

TSU FAN

DENTIST.

PRICE MODERATE—CONSULTATION FREE.

Next to the Hongkong Dispensary,

30, Queen's Road Central.

Hongkong, 14th November, 1902. [4959]

Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"FREIBURG."

Captain Prösch, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. on the 3rd instant.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 10th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 4th March, 1903. [2725]

IMPERIAL GERMAN MAIL LINE, NORDDEUTSCHER HAMBURG-AMERIKA LLOYD.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ HEINRICH."

of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 12th instant, at 9.30 A.M.

All Claims must reach us before the 16th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 5th March, 1903. [6535]

AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND STRAITS.

THE Steamship

"GLENROY."

The Hongkong Cargo ex this Steamer from above Ports having arrived per "YUENSHANG" from MANILA.

Consignees are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 13th instant, at 9.30 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., General Agents.

Hongkong, 6th March, 1903. [2855]

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"HONGKONG MARU" The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

E. W. TILDEN, Agent.

Hongkong, 7th March, 1903. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"JAVA," FROM ANTWERP, LONDON, PORT SAID, SUEZ, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Semalt*.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. TO-DAY.

Goods not cleared by the 15th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 9th March, 1903. [6]

JUST LANDED.

A FRESH Consignment of SWISS MILK.

Also A New Consignment of FRESH AUSTRALIAN BUTTER.

50 cents per 1 lb. packet.

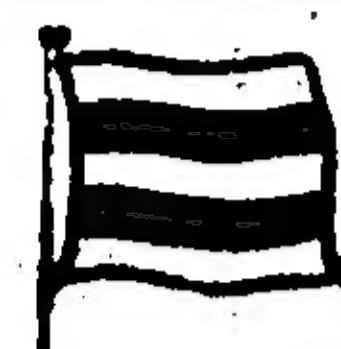
H. RUTONJEE, No. 1, D'AGUIER STREET.

Hongkong, 7th March, 1903. [4960]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STRAITS. DESTINATIONS. SAILING DATES.

HITACHI MARU KOBE and YOKOHAMA FRIDAY, 13th Mar., at Daylight.

IDZUMI MARU KOBE TUESDAY, 17th Mar., at Noon.

HIROSHIMA MARU MOJI, KOBE and YOKOHAMA FRIDAY, 20th Mar., at Noon.

AWA MARU MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID SATURDAY, 21st Mar., at Daylight.

BOMBAY MARU BOMBAY, VIA SINGAPORE and COLOMBO TUESDAY, 24th Mar., at Noon.

SHINANO MARU VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA TUESDAY, 24th Mar., at 4 P.M.

YAWATA MARU NAGASAKI, KOBE and YOKOHAMA WEDNESDAY, 25th Mar., at Noon.

WAKASA MARU KOBE and YOKOHAMA FRIDAY, 27th Mar., at Daylight.

K

Intimations.

A. S. WATSON & CO.,
LIMITED.

WINE & SPIRIT MERCHANTS

ESTABLISHED A.D. 1841.

SHERRY.

B. SUPERIOR PALE DRY,
Dinner Wine, Green Seal
Capsule \$12.00 \$1.00

C. MANZANILLA, PALE
NATURAL SHERRY,
White Capsule \$13.50 1.20

CC. SUPERIOR OLD DRY,
PALE NATURAL
SHERRY, Red Seal
Capsule 16.00 1.40

D. VERY SUPERIOR OLD
PALE DRY, Choice Old
Wine, White Seal Capsule 18.00 1.50

E. EXTRASUPERIOR OLD
PALE DRY, Very Finest
Quality (old bottled),
Black Seal Capsule 22.00 2.25

B, C, and CC are excellent Dinner Wines,
D and E are After-Dinner Wines of a
very fine Vintage.

ALL ARE SUPERIOR XERES WINES.

The following Wines, bottled in Europe,
have been specially selected, and procured
from the celebrated firm of Messrs. Geo.
G. SANDERMAN, Sons & Co., of London,
Oporto and Xeres:—

LIGHT DRY \$16.50 \$1.40
SOLERA 24.00 2.00
VERY PALE DRY 24.00 2.00
FULL GOLDEN 37.00 2.25
PALE DRY NUTTY 36.00 2.50
FINE OLD BROWN 40.00 3.50

MADEIRA.

G. FINE \$16.50 \$1.40
FINE 27.00 2.25

A. S. WATSON & Co.,
LIMITED,

THE HONGKONG DISPENSARY.

TELEPHONE NO. 234.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥 利 廣

17A, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN FOR AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th July, 1902. [28d]

BAY VIEW HOTEL.

BEST BRANDS OF WINES AND
LIQUORS A SPECIALTY.

DINNERS and TIFINS SERVED
ON SHORT NOTICE.

OYSTERS, STEAKS, CHOPS, &c.
SERVED AT ALL HOURS.

Messrs. J. H. DOWNS and
J. CHRISTIE.

Hongkong, 8th December, 1902. [1359d]

NOTICE.

All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to the Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed
to The Manager.

The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

Subscription Rates (in Advance).

DAILY—\$10 per annum.
WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional.
The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.50 per annum is charged for postage.

The postage on the weekly issue to any part of the
world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, TUESDAY, MARCH 10, 1903.

FOREIGNERS TRADING IN THE INTERIOR.

Some interesting facts have recently been
printed in the northern papers regarding
foreign trade in the Interior. The Viceroy,
Yuan Shih Kai, received certain despatches
from various magistrates dealing with the
subject, and some excitement appears to have
been caused by the action that His Excel-
lency has taken. As the matter will
doubtless be of interest to not a few of our
readers we give the facts of the case, as related
by our correspondent at Tientsin, as follows:—

Despatches have been received from several
districts along the Grand Canal, but notably
from Magistrate Lin, of Ku Cheng
Hsien, who states that on the 3rd of the
10th moon a certain British trader, named
Pringle, arrived in that place. He held
certain papers from the British Consul which,
he stated, represented him as conveying coal
in boats to Ku Cheng to be reloaded there at
the local market rate. The Magistrate Lin
was at the time of this foreigner's arrival
away in Tientsin, and during his absence
the Britisher rented land and a building
thereon near the south gate of the
city, and opened a godown for the
sale of coal. When the Magistrate returned
he found this out, and he carefully examined
the documents sent in for his inspection.

These alleged that the said foreigner,
Pringle, was conveying certain boat loads of
coal through certain districts, and officials
were to grant him and his goods full protection
in passing. No mention was made of
the coal being sold at any place en route,
and especially was no mention made of
Ku Cheng Hsien. The Magistrate went to
the place rented by the foreigner, and he
found a wall had been erected all
round the compound, with a foreign
gate built in it. The godown held a
stock of tens of thousands of cattle of
coal. He was informed that there were in
addition numerous boat loads of coal on
their way. The caretaker in charge of the
premises said the Chinese and foreign man-
agers were away in Tientsin. On being
asked to produce the necessary certificate for
his actions, the caretaker said the papers
had already been presented at the Yamen.

Several weeks had since passed, but these
documents had never been shown. The
Magistrate affirms that the Britisher's
papers made no mention of any coal
godowns, but only dealt with protection for
himself and coal in transit, and no
authority existed for the establishment
privately of such a place in his district.

The Tsungli Yamen in the 9th moon of
the 2nd year of Tung Chi in a despatch said
if foreign merchants went inland to buy
goods they must obtain a special permit to
do so; and if they sold foreign goods they
must have a permit jointly signed by
the Chinese and Consular authorities as
well as the Customs transit pass, and no
travelling passport would answer instead.

Para. 47 of the Tientsin Treaty also
authorises the confiscation of any goods
clandestinely traded at other than Treaty
ports. In reply to the Tsungli Yamen, in
the 5th moon, 1st year Tung Chi, the British
Minister, in a despatch, stated that British
merchants may sell goods in the interior,
but cannot establish godowns except in the
Treaty ports. The above are all set forth
clearly in the Treaties. This Britisher
having only obtained a travelling passport, and
having established godowns in the Interior
has violated the Treaties. The British
are just, and it is not usual for them
to violate agreements in this way. Prob-
ably some Chinese merchants inland have
been responsible for such unusual action.

This is the time for the Chinese to improve
their commerce, but we can never allow it
to be done in this way. The Magistrate has
therefore requested instructions as to whether
he shall seize the coal stored by the Britisher,
confiscate the boats, and destroy the British
flags on them. He does not know how to
act under the circumstances, and he
urges me to deal with the matter.

The Viceroy then proceeds to give some
general instructions to the Magistrates in
all districts pointing out that any foreign
merchants attempting to trade in the in-
terior must have a special permit authorised
by both Chinese and Foreign signatures,
which is quite distinct from the Customs
transit pass and travelling passports. They
must also pay all dues required at branch
Custom offices. They may lodge at native
shops, but not open any shops or
godowns, and any merchant doing such
things may have his goods seized by the
magistrate who shall then report to him.

The P. & T. Times says:—We have some
reason for supposing that the recent action
of the Chinese authorities re the sale of coal
on the inland waterways was taken, under
the misapprehension that Mr. Pringle was
acting on his own behalf. There will be no
interference with Chinese transmitting and
selling coal in their own depots.

LeMunyon has everything in the photographic
line strictly fresh. Call and see him, 31 Des
Vaux Road, Central.—Advt.

Leave of absence for eight months has been
granted to Lance Sergeant Ritchie, who goes
home on the next G. R. mail.

Mr. J. W. Kew, the manager of the Hongkong
Water Boat Company, leaves the Colony to-
morrow for the S.S. Chongsha for Australia
for a ten months' holiday.

The Mining Application Book in the Jebleu
Land Office is closed and no more applications
for mining land in that district will be received
until further notice.

NAVAL Football Club versus Navy Yard
scribes was a "soccer" game played on the
Naval Ground, Happy Valley, yesterday after-
noon. The former was victorious by 1-0.

Kilms, Dry Plates, Printing Paper, Chemicals,
all kinds of Cameras and Kodaks, and all pho-
tographic material, best that is made, can be
had at LeMunyon's. Advt.

TO-DAY is the Mohammedan festival of *Bak-
id* or *Id*, a religious festival based on the
sacrifice of Isaac by Abraham. This morning
many of the leading Mohammedan gen-
try congregated at the Mosque at Mosque Junc-
tion, and offered up prayers.

LOCAL AND GENERAL.

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tion, and offered up prayers.

Hello Central! Hello!—Give me 3 9 0.—
Alright! Hello! Hello! Is this LeMunyon's?
Yes. Oh, send me a supply of No. 3 films. I
am about to take a trip and shall need a fresh
supply of films. Thanks.—Will send same
immediately. Goodbye—Good-bye.—Advt.

WITH reference to Hongkong Volunteer Corps
Orders dated 4th March, 1901, a mistake was
made in printing that the Ladies Purse would
be fired for at 5 p.m. It is now published for
information that the Ladies Purse will be fired
for between the hours of 2 p.m. and Ladies
Nomination at 3.30 p.m. Ladies are cordially
invited to attend.

THE newly formed Polo Club has been unfor-
tunate in its application to Hongkong for
China ponies, reports a Bangkok paper. The
hon. secretary's letter advising to purchase a
certain number of these useful little animals
arrived some days after the racing ponies had
been sold in Hongkong so that nothing could
be done this year. In the meantime the Club
have decided to try the market in India.

Every mail brings fresh films, dry plates and
printing paper for LeMunyon direct from New
York.—Advt.

ABOUT ten o'clock this morning a runaway
truck, loaded with steel and cast iron girders,
was observed rushing down Elgin Street with
the speed of an express. Those in charge of
the truck, anticipating some danger and
trouble, decamped and allowed the truck to
have its own way. Its flight was stopped by
running directly against No. 43 Staunton Street
thereby smashing the door, loosening the
hinges, and making a large hole in the wall.

PROBABLY many of our marine readers are not
aware that on the south coast of Kwang Tung
province, leading to the entrance of Sui Tung,
Teen Pak, and Kau-chow, there exists a very
treacherous strip of shifting sand-banks, known
to the Chinese sea-faring population as "Fa
Sar" (moving or shifting sands). The area
comprises about 1 mile. Recently two fishing
smacks, provisioned for a long cruise, were
caught by these quick sands, and completely
swallowed up.

ARRANGEMENTS have just been completed
whereby Champion James Jeffries and James
Corbett have been matched to fight twenty
rounds for heavy-weight championship of the
world. Young Corbett and Terry McGovern
to fight twenty rounds for the feather weight
championship of the world and Thomas Sharkey
and Jack Munroe to fight twenty rounds, the
winner to have a go with the winner of the
Jeffries-Corbett bout. The fights will all prob-
ably be pulled off in San Francisco between
now and next August.

For numbering your Checks and Stubs, Card
Systems, Druggists' Prescriptions, Labels,
Drafts, Orders, Receipts, Letters and all Docu-
ments that require correct and legible number-
ing use the "Follett Numbering Machine". Do
not miss your chance but get one at
LeMunyon's.—Advt.

ASK for ASAHI JAPANESE BEER—
G. Glauk.

ASK for ASAHI JAPANESE BEER—
G. Glauk.

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G. Glauk.

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G. Glauk.

THE BROUCH COMPANY.

"THE LIARS."

This evening Mr. Brough will give the first
of a few nightly revivals of some of the most
popular comedies and plays in his repertoire.
The Liars requires no introduction to Hong-
kong theatregoers. When the Broughs were
last here it was unanimously voted the pick of
the basket. The full caste of the characters
will be as follows:—

Colonel Sir Christopher Deering... Mr. Brough.
Edward Falmer... Mr. W. T. Lovell.
Gilbert Nepean (Lady Jessica's)... Mr. Orlando Daly.
George Nepean (Gilbert's brother)... Mr. M. McLean.
Freddie Taton (Lady Rosamund)... Mr. Leslie Victor.
Archibald Coke (Dolly's husband)... Mr. Percy Walthe.
Walter at "The Star Gazer"... Mr. McHenry.
Gladys (footman at Freddie Taton's)... Mr. Hizon.
Taplin (Sir Christopher's servant)... Mr. Edwards.
Footman at Cadogan Gardens... Mr. Harrison.
Lady Jessica Nepean (Miss)... Mr. Brough.
Dolly Coke (their cousin)... Miss Brenda Gibson.
Beatrice Eberone... Miss Helen Boyle.
Mrs. Crespin... Miss S. Vaughan.
Ferry (Lady Jessica's Maid)... Miss Giffels Brown.

To-morrow Pinner's masterpiece *The Second
Mrs. Tangueray* will be revived for one night.
Night will follow on Thursday, *A Village
Priest* on Friday, and *Facing the Music* on
Saturday. His Excellency the Governor and
Lady Blake will be present at the theatre this
evening.

FALSE PRETENCES.

Before Mr. J. H. Kemp this morning J.
Cameron, of no fixed abode, was charged, at
the instance of Mr. C. A. de Souza, of the
Frozen Meat Supply Depot, with obtaining \$2
under false pretences, and also with attempting
to defraud the company of 20 carcasses of
sheep, 8 shoulders of pork and 2 lbs of Aus-
tralian butter.

It appears that yesterday morning the pris-
oner called at the Frozen Meat Depot and
represented himself as Mr. Barker, purser of
the s.s. *Shalimar*. After obtaining the \$2, he
ordered the stuff. Mr. De Souza, however,
went to Messrs. Jardine, Matheson & Co.
and inquired inquiries, with the result
that the police were notified and Detective
Sergeant Waits arrested the man. Before the
Magistrate this morning he admitted his guilt
and threw himself on the mercy of the court.
He was sentenced to one month's hard labour.
Mr. Ho Fook, of Messrs. Jardine, Matheson
and Company, watched the case on behalf
of the firm's commodore department.

Inspector Withers who conducted the pro-
secution stated that the prisoner had obtained
goods from the Hongkong Hotel, the Connaught
House, and also one dozen shirts from Messrs.
Tak Cheong and Company, and had intended
to swindle at many other places.

THE CHINA COMMERCIAL S.S. COMPANY, LTD.

Regarding the article in our issue last even-
ing referring to the China Commercial Steam-
ship Company, Limited, we understand that
the fleet of four British steamers purchased for
service between Hongkong and Manzanilla,
Mexico, via San Francisco are the *Clawwing*,
Chung Wo, *Atholl*, and *Lothian*.

CANTON NOTES.

(From Our Correspondents.)

CANTON, 9th March.

The steamer *Shini Maru* is still in the mud
at the Tai Mei Barrier, and continues to be an
obstruction to the Back Reach traffic. Her
nose is high and dry in a paddy field on Parker
Point, Barrow Island, but the stern is awash
and points out across the fairway.

Mr. Branch, chief officer, *Hankow*, relieves
Capt. Dixon on the *Satan*, and Mr. Hook,
chief engineer, *Satan*, is appointed to the
Kinsman.

Mr. F. Hawks has taken over the manage-
ment of Messrs. A. S. Watson and Co.'s branch
here, and the appointment is apparently a very
popular one.

THE WEATHER.

The hot, damp weather continues. To-day
the thermometer is 78; and a warm south wind is
blowing. No rain has fallen to-day, but every-
thing is wet from the moisture.

THE NEW YEAR'S PRISONERS.

Every little while we have a fresh crop of
rumours regarding the prisoners who were
arrested at the time of the suspected uprising.
Now it is said that fresh demands have been
made for the release of the prisoners, and if the
demand is not complied with an attack will be
made upon the city. Notwithstanding the
rumours to the contrary the prisoners are still
in custody, and the officials do not seem at all
disposed to release them. So far there has not
been sufficient evidence to convict any of them.

LABOURERS WANT D.

One of the members of a large hemp com-
pany has been in Canton looking after labourers
for the company. It is said that this firm wants
twenty thousand families to go to Mexico to
work at the hemp industry. None but reliable
farmer families will be accepted.

PLAGUE AT CANTON.

Writing from Canton on March 9th our cor-
respondent says:—I have now to report that
plague has actually made its appearance in the
city. A good number of cases have appeared
in the 15th ward. Plague has also been re-
ported at several other parts of the city, but in-
quiry has shown that these reports are false.
There may be a case or two scattered about,
but the 15th ward seems to be the only place
where more than an individual case can be
found. The district city of San U, seventy
miles south-west of the city, has also a goodly
number of plague cases. In fact the disease is
practically epidemic in San U city.

The part of Lord Curzon's great speech, at
the annual gathering of the Bengal Chamber
of Commerce in February, which interests the
public generally in his Excellency's opinion on
the effect foreign capital ought to have on the
industrial development of India, and his con-
summing admiration for the present currency
system of the land. In the course of his re-
marks the Viceroy said:

It cannot be denied that in many respects
we are still backward, and that we are only at
the beginning of the race. I have often said
myself to ponder over causes that have
hitherto retarded our development, and that
make it to some eyes appear so slow. I
should like to say what I think they are. It is
a truism that there can be no economic or
industrial development without capital, and it
is round the attraction of capital to India that
the whole question turns. Now there are two
kinds of capital in this country, foreign and
native, and I have a word or two to say about
each. In the first place, let us real see what is
borne in upon me every day that there is a
good deal of ignorance in England about India.
If this ignorance affects Parliament and some-
times causes extraordinary questions to be put
by well-meaning persons, equally does it affect
the business world.

Our securities, our fields for investment, and
our openings for enterprise are in many cases
both unsuspected. Unknown capital has not
learned to flow hither, it has diverted into
other channels; many of our securities do not
find a place on the London Stock market, and
they are not even accessible here. I sometimes
think that those who have got their nose into
the Indian mangle have found out what good
grain is to be found there, and are also a little
jealous about disseminating the information or
sharing the spoils. Perhaps this is not surpris-
ing, for commerce is not, after all, a very
altruistic pursuit. However that may be, I be-
lieve this condition of affairs is drawing to an end,
and my reason for thinking so is that other chan-
nels of investment outside India are gradually
being filled up, not merely by British capital
but by the capital of all the wealth producing
countries of the world; and if this be so, then
the time must soon come when current British
capital, excluded from the banks between which
it has long been content to meander, will want
to pour over into fresh channels, and will by
the law of economic gravitation find its way to
India, so which it should be additionally
attracted by the security of British institutions
and British laws. There, then, is another factor
that has long retarded movement in this direc-
tion, viz., the uncertainty and want of confi-
dence in our currency, due to the aerobatic and
disconcerting movements of our old friend, the
rupee.

A DANGEROUS MOUNTBANK.

Well, Gentlemen, we have been busy for
more than five years in curtailing the agility
and in repressing the freaks of that dangerous
mountbank, and I really begin to think that
we have reduced him to proper subjection, and
made him a fit subject for complimentary re-
ference even at the table of the Bengal Cham-
ber of Commerce. I feel tempted to say with
some confidence that we have given to India
that which is the first condition of an economic
and industrial advance, viz., a currency possess-
ing a fixity of value and a steadiness of ex-
change. I do not say that this policy has every-
where been attended with equal benefit, or that
there are not some industries that did not profit
or appear to profit more by the steadily declining
rupee, but I do say that whether you regard the
credit of Government and the trade of the
country in the public growth of confidence, or
even the material test of individual gains, our
currency policy, based upon a gold standard,
has justified itself and is continuing to justify
itself all along the line. I may put it in two
ways. The memories of financiers and business
men are almost as short as those of politicians.
I cannot put it higher, or shall I say lower;
yet is there one among you that can forget the
cries of anguish that used to echo from every
counting-house in India and the daily expletives
of the Press in the old days 1897? I was not
in India at the time, but I used to study the
Indian papers, and I remember well that while
every-one had his own remedy—so character-
istic of financiers as well as politicians—all
were agreed that there was something rotten in
the State of Denmark, and that the condition of
the currency, with its consequent reaction on
business and trade, was deplorably, almost
irremediably, bad. But now all those memories
have passed away like a hideous nightmare,
and are forgotten as swiftly as we forget the
dentist's chair the moment that we have
escaped from its terrifying clutches.

Then the other way in which I would put it
is this:—Supposing Government were now to
announce its intention to go back again, to
abolish the gold standard, to reopen the mints
to the free coining of silver, and to allow the
rupee to resume its ancient tricks, would you
invite the head of that Government to dinner
at this hospitable board, and would you toast
him in language of compliment? Is there a
Chamber of Commerce in this country that
would not buckle on its armour and sharpen
its sword for the fray, or is there a Secretary to
a Chamber who would not at once sit down
and begin to indite one of those formidable
letters to Government that bring home to us in
such moving terms the gravity of our offences
and the superior wisdom of our critics? No,
Gentlemen, I believe that our currency policy
has the confidence of the country, but I grant
that it must be watched, and that it must be
fortified by every conceivable security, like the
gold reserve fund so wisely conceived by my
financial colleague, Sir Edward Law; but I
believe that it is safely stowed, and I look to
its successful continuance to attract to India
the confidence and capital that are required for
our future.

LORD CURZON ON CURRENCY.

The part of Lord Curzon's great speech, at
the annual gathering of the Bengal Chamber
of Commerce in February, which interests the
public generally in his Excellency's opinion on
the effect foreign capital ought to have on the
industrial development of India, and his con-
summing admiration for the present currency
system of the land. In the course of his re-
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industrial development without capital, and it
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native, and I have a word or two to say about
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and industrial advance, viz., a currency possess-
ing a fixity of value and a steadiness of ex-
change. I do not say that this policy has every-
where been attended with equal benefit, or that
there are not some industries that did not profit

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

(By special arrangement with the Deutsche Asienatische Lloyd.)

The Kaiser in Denmark.

BERLIN, 9th March, 1.20 p.m.

The meeting of Emperor William and the Duke of Cumberland, the former Crown Prince of Hanover, at Copenhagen is uncertain.

Bishop Korum.

Bishop Korum of Trier has had his publication against the right of Government schools revoked from all Roman Catholic pulpits in the country.

The Chancellor.

Chancellor von Buelow's political measures against the attacks of the liberal party are amply justified.

Russia and Macedonia.

Russia is satisfied with the progress of the Macedonian reforms.

(Reuter's.)

Canadian-Transatlantic Mail Service.

LONDON, March 8th.

The Dominion Government invites tenders for a fast Atlantic mail service at a speed of from 18 to 21 knots. The vessels must be British owned and must not call at foreign ports.

(Manila Cablenews.)

U. S. Preparing for Boxer Uprising.

NEW YORK, March 6th.

Grave alarm is felt in this country on account of the reports received from China regarding the new Boxer uprising. These reports state that the movement is gaining ground rapidly and now affects all China. Preparations are supposed to be in progress in secret for intervention in case it becomes necessary. It is believed here that further trouble in China will be the cause of great international difficulty.

Dewey's Prize Money.

The settlement of the prize money due to the American sailors for their victory in the battle of Manila Bay, has just been arrived at by the Navy Department. Computed on the basis of the vessels captured and destroyed, the amount is very large. The share of Admiral Dewey alone is almost one million dollars.

AERIAL NAVIGATION IN CHINA.

Dr. B. Lauffer writes to the *Ostasiatische Lloyd* to the effect that some thirty years ago an opinion was held by some sinologists that the old Chinese understood the art of aerial navigation. In an essay, which has become very rare, entitled "Chinese Customs and Games in Europe" (Breslau, 1869), G. Schlegel says: "The balloons invented in 1782 in Europe were certainly known already to the Chinese, otherwise the following quotation would be difficult to explain: 'Ki-kuang-shi understood how to make flying vessels, which, driven by the wind, flew far away. In the time of Emperor T'ing, of the Shang Dynasty (1766) the west wind carried Ki-kuang's vessel to Yu-chen in Honan. The Emperor, however, destroyed it so that the people should not see it. Ten years later, when an easterly wind blew, he ordered another flying vessel by which he sent Ki-kuang back! This is a quotation from the Ti-wang-shi-ki, but it is too isolated, and the facts are too difficult to confirm, for any definite conclusions to be drawn therefrom.'

HONGKONG-MANILA RUN.

NEW DEVELOPMENTS.

According to the *Cablenews* of the 6th inst., the Canadian Pacific Railway Company and the *Rubi* and *Zafiro* arrangements have been made by the local agents of the Canadian Pacific Railway Co. (Smith-Bell and Co.) and the China and Manila Steamship Co., Ltd. (Warner, Barnes & Co., Ltd.) to run a new passenger service between Manila and Hongkong in connection with the well-known Empress line. The *Rubi* and *Zafiro*, the two latest and most modern steamers on the Hongkong and Manila run, do not need a description here, their merits, speed and their comfort are well known; they are the only steamers regularly on the run which have accommodation for passengers and they are of modern construction and compare favourably with ocean liners in any part of the world.

These steamers in future will leave Manila every Friday in order to connect with the Empress line and intending passengers to Canada, the United States and Europe have now unvalued opportunities for a comfortable and luxurious sea voyage from Manila to Vancouver. The discomfort of the China Sea are avoided as the new service is a speedy one and the *Rubi* and *Zafiro* only keep their passengers on the China Sea for two nights, thus much of the inconvenience of crossing the China Sea is avoided.

Every arrangement has been made for the comfort of passengers in Hongkong and for their speedy transfer from the *Rubi* and *Zafiro* to their hotel where passengers may stay for three days before the departure of the Empress and have the opportunity of visiting and

seeing the sights of the wonderful town of Hongkong, Canton and Macao. A regular service is everything and we recommend all travellers who intend to visit or who are returning to the United States, Canada or Europe to purchase a through ticket from either of the above mentioned firms.

Mr. H. B. Darnell, the Eastern Travelling Agent of the Canadian Pacific Railway Co., is expected very shortly in Manila from Japan and he brings with him details of arrangements which have been completed for summer tours to China, Japan and Canada and the United States, and he will be welcomed as a boon by those desirous of getting away from the heat during our trying summer.

BOSTON TOWBOAT COMPANY.

A BIG CARGO.

The *Tacoma Ledger* of the 1st ult. says:—The Boston Towboat Company's steamship *Hyades*, Captain George Wright, will proceed to sea this afternoon or to-morrow morning bound for Japan and China. She carries a full cargo of general merchandise, chiefly flour and cotton, all laden at this port, and aggregating in value \$242,166. The *Hyades* is one of the fleet of big cargo steamers operated by Frank Waterhouse & Co., who have just been awarded the contract for transporting 80 per cent. of the government army supplies to Manila. During the discussion over the transport business this line of steamers has been heralded by Seattle people as a "cattle line," operating between that city and the Orient. The fleet includes the *Hyades*, *Pleiades*, *Lyra*, *Tremont* and *Shamouti*.

Just how much business these steamers do with the port of Seattle is indicated by the fact that the *Hyades* has not been near the Elliott bay city. She came direct from the Orient to Tacoma, discharged her inward cargo, and has loaded a full cargo here and goes to sea from here without so much as stopping for an ounce of freight at the city which claims to be the chief port of the line. The big steamship *Tremont* of the same line is also now in port, having come direct from the Orient to Tacoma without going near Seattle and Monday she will begin receiving her mammoth cargo. From the time this line was established in July to January 1st it carried from Tacoma about \$1,400,000 worth of merchandise and from Seattle \$237,000 worth. Tacoma does the business and Seattle claims the credit.

MUCH FLOUR AND CO-TON.

The cargo of the *Hyades* includes 128,314 sacks of flour, 20,600 bales of cotton, 11,067 sacks of nitrate soda, 400 cases of tin-foil and considerable machinery and general merchandise. She goes direct to Yokohama from Tacoma, thence to Kobe, Moji, Shanghai and Hongkong. The *Hyades* has been given quick despatch. She arrived in port a week ago Friday afternoon and during eight days has discharged her inward cargo, shipped a new propeller blade and loaded a full return cargo, filling up to her capacity. Allen Fairweather, a well-known Tacoma "boy," goes on the *Hyades* this voyage as purser. The cargo of the *Hyades* included 98,508 sacks of flour for Hongkong.

THE WRECKED "McNEIL."

We learn further particulars regarding the wrecked barque, fully reported in our columns, from the *S. F. Call*. The paper says:—The old barque *Alexander McNeil* is no more. After thirty-four years of all kinds of service between the ports of many lands she has piled up her ancient timbers on a reef in the China Sea.

The *McNeil* was one of the best known boats on this coast and in her day was one of the finest sailing ships in the American merchant marine. She was built at Waldoboro, Me., in 1869, and has been in active service almost ever since. Her managing owner was James Brown of 40 California street.

She was a vessel of 1,123 tons register, 177.4 feet long, 30.3 feet beam and 23.4 feet deep. She was commanded by Captain W. Jorgensen. The *McNeil's* last cargo from this side of the Pacific was a load of lumber from Puget Sound to Manila. She was returning in ballast when disaster overtook her.

Before leaving here for Puget Sound more than \$50,000 was spent on repairs to the old bark, and at Puget Sound \$3,000 more of work was done on her hull and rigging. The vessel carried very little in cargo. Captain Jorgensen, who owned one-eighth of the bark, has his share protected, it is said, but most of the other owners carried their own risks and have now nothing left of their investment but the memory of a bark, well seasoned with age, that did the best a windjammer could for her masters and was only stopped in her busy career when an untimely current spilt her hard and fast on an Oriental snag.

Commercial.

TO-DAY'S INTELLIGENCE.

BANKS are still steady at \$690. The leading features of the day's market are in DOCKS, CHINA SUGARS, and CEMENTS. As regards the first named business was done at \$205, and close quiet at this rate. SUGARS, reported small transactions \$106 to \$107, and continue in demand, closing decidedly firmer with strong buyers at \$108. The paucity of shares is very noticeable. CEMENTS sold at \$23, buyers now prevailing at this figure. For INDOS Shanghai quotes Tls. 76, but the local quotation is \$107 weak. Unwary speculators might be caught napping if a careful lookout is not exercised over the clever moves of manipulators of this particular stock. STAR FERRIES are very scarce and are in great demand at \$26.

COTTAM & CO. FOR TRESS'S STRAW BOOTS AND FELT HATS.

RAUB.

The following letter printed in the *Strait Times* should be of interest to many readers:—Sir,—The withdrawal of and apology for (in *The Times* of 17th inst.) the personal charges contained in your leader on Raub published on Dec. 13th make it possible for me to join issue with your shareholder correspondent on other grounds.

He asks what has been done in developing the lodes and opening out more ore ground—surely an unnecessary question if he read the published monthly reports and indulged in a little arithmetical exercise. But even the "peculiarly reliable expert knowledge" of your correspondent could not ensure that "ore bodies of importance" would thereby be "opened out for stopping purposes," nor that "great discoveries" should be "made in the crosscuts." Of course "mining goes on the same as ever," and equally of course thereby "greatly diminishing the reserves of ore"—that is the object with which men build batteries. The assertion that "unless now ore bodies are discovered the manager will be unable to keep the mill going" is tantamount to saying that the old ore bodies are exhausted—which was not true when it was written and is not true now. The report of Dec. 2nd did not mention further sinking of Koman and Blitum shafts for very good reasons—the former was still full of water and in the latter there was nothing to sink on. Common sense dictates that sinking and driving shall be done in lode matter and not out of it, and neither the previous existence of a main shaft, nor the possession of unlimited money available for sinking it further, is in itself sufficient justification for undertaking the work, nor is it necessarily the most economical, the most fruitful or the most desirable course. With so many "qualified mining men" capable, in their own minds, of "saving Raub," it seems odd that it should have been left for me to reorganise and trench at this late hour. It may be news to them that these mines have produced about 180,000 tons of ore, giving an average yield of 12 dw. standard gold per ton. Even at a mean working cost 25 per cent higher than the figure I have established, this return should have afforded over £250,000 for distribution as dividends. That would have been a "saving" worth talking about.

But it having been left to me to bring about efficiency and economy, my methods are sneered at. The extraordinary assertion is made that "it is a matter of common knowledge (the italics are mine) that gold enough is now being mined as has been for years past stolen from Raub to pay for more than one European's salary monthly." This must be, of necessity, either a reckless guess unworthy of a "peculiarly reliable expert," or it must be based on guilty knowledge. Your correspondent may take this choice. That much stealing has taken place in the years past I am quite ready to admit. But why accuse the Chinaman and the Sikh only? Do "Europeans" never steal? Let me commend to your thoughtful reading the following passage from the London "Mining Journal" of Nov. 1, 1902, occurring in that newspaper's own correspondent's letter from Kalgoolie, dated Sept. 29th:—"If I were asked to give an estimate of the quantity of specimen gold ore stolen monthly from the producing Kalgoolie mines, I would unhesitatingly say 'thousands of pounds' worth!" Again—"It is an evil which requires something more than the law at present in force." Now Kalgoolie is in that white Australia which will have none of your Chinese.

Moreover, if the condition in which my predecessors left the shafts, bins, winding engines, pumps, motors, mills and fitting shops was the result of "European supervision," I would rather have Chinese, Malays, and Tamils. As in other matters so in supervision, it is *quality* that tells. The present staff are absorbed in their mine and mill—they live on their work, and do it. The whistle no longer calls for cricket; the train runs with ore and supplies, not with passengers for the Raub Club; and the place of the long-chair man knows him no more.

Comparisons with the Champion reef of India, or with what might have been under an Australian government, are not to the point. Thank Heaven, Raub is not under an Australian government as they are now constituted. Nor, let us earnestly hope, will an Australian Mining Code ever be adopted in this country. But, that I may see my way from the encouragement afforded by recent work—which did not originate in the brain of your peculiarly reliable expert correspondent—to recommend a new departure of some magnitude, in which the Government of this State could give valuable assistance and do itself no little good, is not beyond the bounds of practical politics, though such a scheme is not likely to be furthered by suggestions from irresponsible and anonymous letter-writers.

I am, Sir,

C. G. WARMFORD LOCK,
General Manager,

The Raub Australian Gold Mining Company Limited.
Raub, February 23rd, 1903.

EXCHANGE.

ON LONDON, Telegraphic Transfer 1/7 1/2
" Bank Bills, on demand 1/7 5/8
" Credits, 4 months' sight 1/7 1/2
" D'tments 4 months' sight 1/7 1/2
ON BERLIN, (demand) M. 1.65
ON PARIS, Bank Bills, on demand 2.02 1/2
" Credits, 4 months' sight 2.06
ON NEW YORK, Bank Bills, on demand 39 1/2
" Credits, 30 days' sight 39 1/2
ON BOMBAY, Telegraphic Transfer 119 1/2
" On demand 119 1/2
ON SHANGHAI, Telegraphic Transfer 73 1/2
" Private 30 days' sight nom.
ON YOKOHAMA, 7 1/2
Sovereigns, Bank's Buying Rate 25 1/2
Gold Leaf too touch, per tola 65 1/2
Bar Silver 23 1/2

COTTAM & CO. FOR WASHINGTON BOW TIES.

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—

Per chest
MALWA NEW @ \$900
" LAST YEAR @ 1,010/1,040
" OLDEST @ 1,060/1,110
PATNA NEW @ 1,113 1/2
BENARES NEW @ 1,092 1/2
PRASIAN (PAPER) @ 800/825

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

SATURDAY, the 14th March, 1903, at 2.30 P.M., at their

SALES ROOMS, No. 8, Des Voeux Road, Corner of Ice House Street, SUNDRY HOUSEHOLD FURNITURE, Comprising:—

SATIN COVERED DRAWING-ROOM SUITE, TEAKWOOD OVERMANTELS with BEVELLED GLASS, AMERICAN ROLL-TOP DESKS, BLACKWOOD WARE, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, MOROCCO COVERED SOFA and CHAIRS, MARBLE-TOP DRESSING TABLES with BEVELLED GLASS, FUR RUGS, ELECTRO-PLATED and GLASS WARE, DOUBLE IRON BEDSTEAD with WIRE and HAIR MATTRESSES, Marinburk's make WASH-STANDS and DRESSING TABLES, COOKING STOVE, &c., &c.

TERMS:—As usual.
HUGHES & HOUGH, Auctioneers.
Hongkong, 10th March, 1903. [299e]

PUBLIC AUCTION.

THE VALUABLE LEASEHOLD PROPERTY situated at Victoria, Hongkong, registered in the Land Office as Marine Lot No. 64 (No. 10, Jervois Street), and held for the unexpired residue of a term of 99 years will be sold by Public Auction in One Lot, by Order of the Mortgagee, at Messrs. HUGHES & HOUGH'S AUCTION ROOMS, No. 8 Des Voeux Road Central (Corner of Ice House Street), on TUESDAY, the 17th day of MARCH, 1903, at 3 P.M.

For Particulars of the Property and Conditions of Sale, apply to H. K. HOLMES, Solicitor for the Vendor, 64, Queen's Road, Hongkong, Messrs. HUGHES & HOUGH, Auctioneers.

Hongkong, 10th March, 1903. [306e]

THE CHINA BORNEO CO., LIMITED (IN LIQUIDATION).

SHAREHOLDERS are requested to send in their Scrip to the COMPANY'S OFFICE, No. 4, Queen's Buildings, Victoria, Hongkong, on or before the 31ST DAY OF MARCH NEXT, in order that same may be exchanged for Scrip for Shares in the New Company.

Dated this 9th day of March, 1903.
J. WHEELER, General Manager, [302e] China Borneo Company, Limited.

GOVERNMENT NOTIFICATION.

APPLICATIONS are invited for the Post of CHINESE TRANSLATOR in the REGISTRAR GENERAL'S DEPARTMENT.

SALARY:—\$1,500 a year rising by biennial increments of \$100 to \$2,000. QUALIFICATIONS:—Correct knowledge of English; ability to Translate Chinese Editorials into English, and to Translate Laws, Regulations and Speeches into Chinese, and vice versa.

Candidates must submit themselves to examination by the Interpretation Board. Applications should be sent to the REGISTRAR GENERAL on or before the 27th instant.

By Command, F. H. MAY, Colonial Secretary.
Colonial Secretary's Office, Hongkong, 10th March, 1903. [302e]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will take place on 20th March, 1903, from a position on Chin Lau Chun Hill (1370) towards target placed on East side of Nau Tau Kok (1080).

By Command, F. H. MAY, Colonial Secretary.
Colonial Secretary's Office, Hongkong, 10th March, 1903. [301e]

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

THE Steamship "CHU KONG," Capt. Mason.

Departures from HONGKONG to MACAO, Daily, at 8 A.M. SUNDAY including Departures from MACAO to HONGKONG, Daily, at 2 P.M. SUNDAY including.

This Steamer is the fastest and has Superior Cabin Accommodation.

FARES:

1st Class \$2.00
2nd " 1.00
3rd " 50
Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO., No. 42, Bonham Strand West, Hongkong, 10th March, 1903. [87e]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT," FROM TACOMA, SEATTLE, YOKOHAMA, KOBE AND MOJI.

The above Steamer, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED, Agents, Hongkong, 10th March, 1903. [874d]

To-day's Advertisements.

THEATRE ROYAL, CITY HALL, HONGKONG.

Under the direction of Mr. ROBERT BRUGH, Representative..... Mr. ALLAN HAMILTON.

TO-NIGHT (TUESDAY), 10TH MARCH.

THE BROUGH COMEDY CO. IN

"THE LIARS."

TO-NIGHT (TUESDAY), 10th MARCH, "THE LIARS." A comedy in Four Acts, by Henry Arthur Jones.

TO-MORROW (WEDNESDAY), 11th MARCH, "THE SECOND MRS. TANQUERAY."

(By arrangement with the author.) A play in Four Acts, by Arthur W. Pinero.

THURSDAY NEXT, 12th MARCH, "NIOBE."

A mythological farcical comedy in Three Acts, by H. and E. Paulson.

FRIDAY NEXT, 13th MARCH, "A VILLAGE PRIEST."

(By arrangement with the author.) A drama in Five Acts, by Sydney Grundy.

SATURDAY and MONDAY NEXT, 14th and 15th MARCH, "FACING THE MUSIC."

(By arrangement with Frank Thornton, Esq.) An original farce in Three Acts, by J. H. Darnley, author of "The Solicitor."

BOX PLANS AT ROBINSON'S.

Dress Circle and Orchestra Stalls, \$4.00. Stalls, \$2.00. Back Seats, \$1.00.

Doors Open 8.30. Curtain 9. Chairs, etc., at 11.30. Late Tram to the Park as usual. Hongkong, 10th March, 1903. [151e]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED, Agents, Hongkong, 10th March, 1903. [874d]

Hongkong, 10th March, 1903. [304e]

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Hongkong, 10th March, 1903. [304e]

Hongkong, 10th March, 1903. [304e]

FOR YOKOHAMA AND KOBE.

THE N.D.L. Steamship

"KONIGSBERG," Captain Mayer, will be despatched for the above Ports on THURSDAY, the 12th instant, at 5 P.M.

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL.
MONTHLY SAILINGS FOR CONTINENT.
OUTWARDS.

FROM	STEAMERS	DUE ON
GLASGOW and LIVERPOOL	"PING SUEY"	12th March.
"	"OANFA"	21st "
"	"MENELAUS"	25th "
"	"JASON"	31st April.
"	"AGAMEMNON"	9th "

S.S. "PING SUEY" left Singapore at 5 P.M. on 6th instant, and is due here 12th instant.

HOMEWARDS.

FOR	STEAMERS	TO SAIL ON
LONDON	"MACHAON"	17th March.
"	"KINFUCK"	31st March.
"	"PING SUEY"	14th April.
"	"JASON"	28th April.

LIVERPOOL BERTH.

FOR	STEAMERS	TO SAIL ON
LIVERPOOL	"NESTOR"	21st March.
"	"DEUCALION"	23rd April.

CONTINENTAL BERTH.

FOR	STEAMERS	TO SAIL ON
MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	14th April.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL ON
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS and NAGASAKI, KOBE and YOKOHAMA.	"OANFA"	23rd March.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th March, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"SUNGKIANG"	11th March.
MANILA	"CHANGSHA"	11th "
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, NE, SYDNEY and MELBOURNE	"CHANGSHA"	11th "
FOOCHOW	"KWANGSI"	13th "
SHANGHAI	"WHAMPOA"	13th "
SHANGHAI	"KUKIAN"	18th "
KOBE	"CHINGTU"	20th "
TIENSIN	"NANCHANG"	21st "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

§ See Special Advertisement.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th March, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	13th March, at Noon.
ZAFIRO	2540	R. Rodger	Do.	20th March, at Noon.
PERLA	1980	J. McGinty	Do.	Do.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 7th March, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	R. P. Craven	Mar. 25, 1903.
"INDRAVELLI"	4,899	W. E. Craven	April 16, "
"INDRAPURA"	4,899	A. E. Hollingsworth	May 14, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR FOOCHOW	"ANPIN MARU"	J. Goto	WEDNESDAY, 11th March.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 15th March.
FOR ANPING	"MAIZURU MARU"	T. Saito	WEDNESDAY, 18th March.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SUNDAY, 22nd March.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 2, Des Voeux Road Central.

Hongkong, 9th March, 1903.

T. ARIMA, Manager.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th January, 1903.

STEAM TO CANTON.

Twin Screw S.S. "SAN CHEUNG,"
951 Tons, Captain Murphy, leaves HONG-
KONG for CANTON at 5.30 P.M. on SUN-
DAY, TUESDAY and THURSDAY,
returning to Hongkong the following days,
leaving Canton at 5 P.M. Unexcelled accom-
modation for First Class Passengers. Hot and
Cold Water lead on by Pipes to each Cabin.
Ship lighted throughout by Electricity.

Passage Fare \$3.00 Single Journey.
Meals \$1.00 each.

The Company's Wharf is East of the Hong-
kong Harbour Master's Office, and West of
Canton Boat Co.'s Wharf.

CHEUNG ON S.S. CO., LTD.
Hongkong, 10th January, 1903.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"SYDNEY,"
Captain Blanc, will be despatched for the
above Ports on or about THURSDAY, the
12th instant.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 5th March, 1903.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
(With Liberty to call at PHILIPPINE PORTS)

PROPOSED SAILINGS FROM HONGKONG.

1903.

"AFRIDI" About 15th April.

"RICIMONI CASTLE" 30th April.

"SAGAMI" 15th May.

For Freight and further information, apply
to

DOUGLASS & CO., LIMITED,
Agents.

Hongkong, 6th March, 1903.

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.
Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROSETTA MARU

N. Tate

3,876

Saturday, 14th instant, at Noon.

ROHILLA MARU

E. P. Bishop

3,869

Wednesday, 18th instant, at Noon.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 7th March, 1903.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at PORT DARWIN and QUEEN-
SLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"EMPIRE,"
Captain McArthur, will be despatched for the
above Ports, TO-MORROW, the 11th instant,
at Daylight.

This well-known Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provisions,
Ice, &c., throughout the voyage.

This Steamer is installed throughout with the
Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 10th March 1903.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES,"
Captain Robson, will be despatched for the
above Port, TO-MORROW, the 11th instant,
at 11 A.M.

For Freight or Passage apply to
DOUGLAS LARRAIK & CO.,
General Managers.

Hongkong, 10th March, 1903.

FOR SHANGHAI, CHEMULPO, DALNY
AND PORT ARTHUR.

THE Steamship

"SULLBERG,"
Captain Meyer, will be despatched for the
above Ports on SUNDAY, the 15th March,
at Daylight.

For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 27th February, 1903.

Shipping.

STEAMERS.

NAVIGAZIONE GENERALE ITALIANA,
(Florida and Rubattino United Companies).

STEAM FOR
BOMBAY VIA SINGAPORE AND
PENANG.

Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN and
GENOA.

ALSO

VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE,
and SOUTH AMERICAN PORTS up
to CALLAO.

Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD, also BARCE-
LONA, VALENCIA, ALICANTE, AL-
MERIA and MALAGA.

THE Steamship

"ISCHIA,"
Captain Muzio, will be despatched as above
on THURSDAY, the 12th instant, at Noon.

At BOMBAY, the Steamer is discharging in
VICTORIA DOCK.

For further Particulars regarding Freight
and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 9th March, 1903.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"
Captain G. S. Weigall, will be despatched as
above on FRIDAY, the 13th instant, at 4 P.M.

This Steamer has Superior Accommodation
for First Class Passengers, and is fitted through-
out with Electric Light.

For Freight or Passage apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 9th March, 1903.



AUSTRIAN LLOYD'S STEAM NAVA-
TION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, RAN-
GOON, CALCUTTA, COLOMBO,
ADEN, SUEZ, and PORT SAID.

(Taking Cargo at through Rates to the BRAZILS,
to SOUTH AFRICA, RED SEA, BLACK
SEA, LEVANT, VENICE and ADRIATIC
PORTS.)

THE Company's Steamship

"NIPPON,"
Captain Klausberger, will be despatched as
above on SATURDAY, the 21st March.

For Information as to Passage and Freight
apply to

SANDER, WIELER & Co.,
Agents.

Prince's Buildings.

Hongkong, 25th February, 1903.

REGULAR SERVICE

BETWEEN HONGKONG AND

MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.
Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROSETTA MARU

N. Tate

3,876

Saturday, 14th instant, at Noon.

ROHILLA MARU

E. P. Bishop

3,869

Wednesday, 18th instant, at Noon.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 7th March, 1903.

Intimations.

WANTED.

A TEACHER for ST. JOSEPH'S COLLEGE.

Apply by Letter to

BRO. FRANCIS,
Director,

No. 2, Robinson Road,
Hongkong, 12th January, 1903.

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
the will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing Can-
den's Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.

The Superiores will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1902.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessel during her stay in
Hongkong Harbour:

HOWARD D. TROOP, British 4-masted barque,
D. W. Corning, Master.

HONGKONG AND WHAMPOA
DOCK RETURNS.

Companier de Filet

at Kowloon Dock.

Lungshan

"

Sherman

"

Labor

"

Lyra

"

Brundage

"

Paul Doumer

"

Holstein

"

U.S.S. Isla de Cuba

"

Kishin

"

Daphne

"

Corinthian

"

Shipping.

STEAMERS.

ATHENIAN, British steamer, 4,886, Robinson,
9th Mar.—Vancouver, H.C. 9th Feb. and
Shanghai 6th Mar. General—C. P. R. Co.

ROSETTA MARU, Japanese steamer, 2,403, N.
Tate, 9th Mar.—Manila 7th Mar. General—
Toyo Kisen Kaisha.

DIOMED, British steamer, 3,005, R. C. Thomp-
son, 9th Mar.—Shanghai 6th Mar. General—
Butterfield & Swire.

HONGKONG, French steamer, 750, H. Szironi,
9th Mar.—Haiphong and Hoihow 8th
Mar. General and Pigs—A. R. Marty.

MADEIRA, British steamer, 1,008, O. Koch,
9th Mar.—Bangkok 3rd Mar. General—
Siemssen & Co.

GERMANIA, German steamer, 1,714, J. Bruhn,
9th Mar.—Chinkiang 5th Mar. General—
Jensen & Co.

SULLBERG, German steamer, 782, H. Meyer,
9th Mar.—Hoihow 5th March, Ballast—
Siemssen & Co.

TSINTAI, German steamer, 1,008, O. Koch,
9th Mar.—Bangkok 3rd Mar. General—
Jensen & Co.

THEA, German steamer, 934, H. Ohlerich, 9th
Mar.—Tientsin 4th March, General—
Jensen & Co.

DAIYA MARU, Japanese steamer, 1,733, D.
Yoshida, 9th Mar.—Moji 3rd Mar. Coal—
H. U. Jeffries.

KWANGSANG, British steamer, 1,427, P. M. B.
Lake, 10th Mar.—Canton 9th Mar. General—

Gentlemen's
Outfitting
Department
Now Open.
—
28, Queen's Road
Opposite
Hongkong Hotel.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.

Gentlemen's
Outfitting
Department
Now Open.
—
28, Queen's Road
Opposite
Hongkong Hotel.

FANCY DRAPERY DEPARTMENT.

CHIFFONS, GAUZES,
CREPE DE CHINE, BRIDAL NET,
EMBROIDERED DRESS NETS,
AND LACE ROBES.
LACE COLLARS AND TIES
IN THE VERY LATEST DESIGNS. NOVELTIES IN
LADIES' NECKWEAR.

LADIES' UNDERCLOTHING.
SILK, WOOL, AND COTTON GARMENTS. NAINSOOK
GARMENTS FOR SUMMER WEAR.
HOSIERY FOR LADIES
AND CHILDREN. EMBROIDERED AND LACE FRONTED
CASHMERE, SPUN SILK, AND LISLE THREAD HOSE.

CORSETS
IN THE FOLLOWING MAKES:—MADAM LEIDER,
PRIMA DONNA, SANAKOR, MODEL, AND NEW
RIBBON CORSET, IDEALLY COOL FOR THE EAST.

DRAPERY & GENERAL FURNISHING DEPARTMENTS.

SILKS AND SATINS
IN LARGE VARIETY.
SUMMER MUSLINS
AND DRESS GOODS. OUR STOCK OF THESE
GOODS WILL BE PERFECT.
HOUSEHOLD LINENS.
ALL KINDS OF LINENS, LININGS, CALICOES,
AND SHIRTINGS STOCKED.

BEDS AND BEDDING.
BEDS OF EVERY DESCRIPTION. HAIR, FLOCK, FEATHER,
RATTAN AND SPRING MATTRESSES.

LADIES' BOOTS AND SHOES
STOCKED IN ENGLISH AND AMERICAN SHAPES.
AN ENTIRELY NEW STOCK HAS JUST ARRIVED.
IT INCLUDES ALL KINDS OF THE BEST MAKES IN
LADIES' AND CHILDREN'S SMART FOOT WEAR.

February 25th.

GENTLEMEN'S OUTFITTING DEPARTMENT.

SHIRTS AND COLLARS.
SCIENTIFICALLY CUT AND PERFECT FITTING.
"THE HONG" SHIRT FOR BUSINESS,
"THE EMPIRE" FOR DRESS WEAR.

SMART NECKWEAR.
OUR PATTERNS ARE EXCLUSIVE IN THE EAST.

PANAMAS
IN ALL THE LATEST SHAPES FOR 1903.

BOOTS A SPECIALTY.
AMERICAN SHAPES, ENGLISH LEATHER AND
WORKMANSHIP. SIZES AND HALF SIZES STOCKED.
TAN GRAIN BOX CALF FOR SHOOTING. TAN AND BLACK
WILLOW CALF FOR WALKING. WHITE AND BUFF
CANVAS BOOTS FOR TENNIS OR CRICKET ETC.

OUR SUMMER STOCK
WILL BE THE LARGEST AND MOST COMPLETE
IN THE FAR EAST.

GOODS ABSOLUTELY NEW.
NOTE ADDRESS: 28 QUEEN'S ROAD.

MILLINERY DEPARTMENT.

PARISIENNE CREATIONS.
WE ALWAYS HOLD A CHOICE SELECTION
OF HATS AND BONNETS.

DIRECT FROM THE BEST PARISIENNE HOUSES A
LARGE STOCK OF BURNT AND TUSCAN STRAWS.
LIGHT WALKING HATS—WHITE, BLACK AND
COLOURED. FANCY STRAWS.

HATS TRIMMED TO ORDER
UNDER EUROPEAN SUPERVISION.

TRUNK DEPARTMENT.
A LARGE STOCK OF CABIN AND OVERLAND TRUNKS.
KIT BAGS, GLADSTONES, PORTMANTEAUX AND
DRESSING BAGS, IN ALL SIZES AND KINDS.

R. G. HECKFORD,
MANAGER.